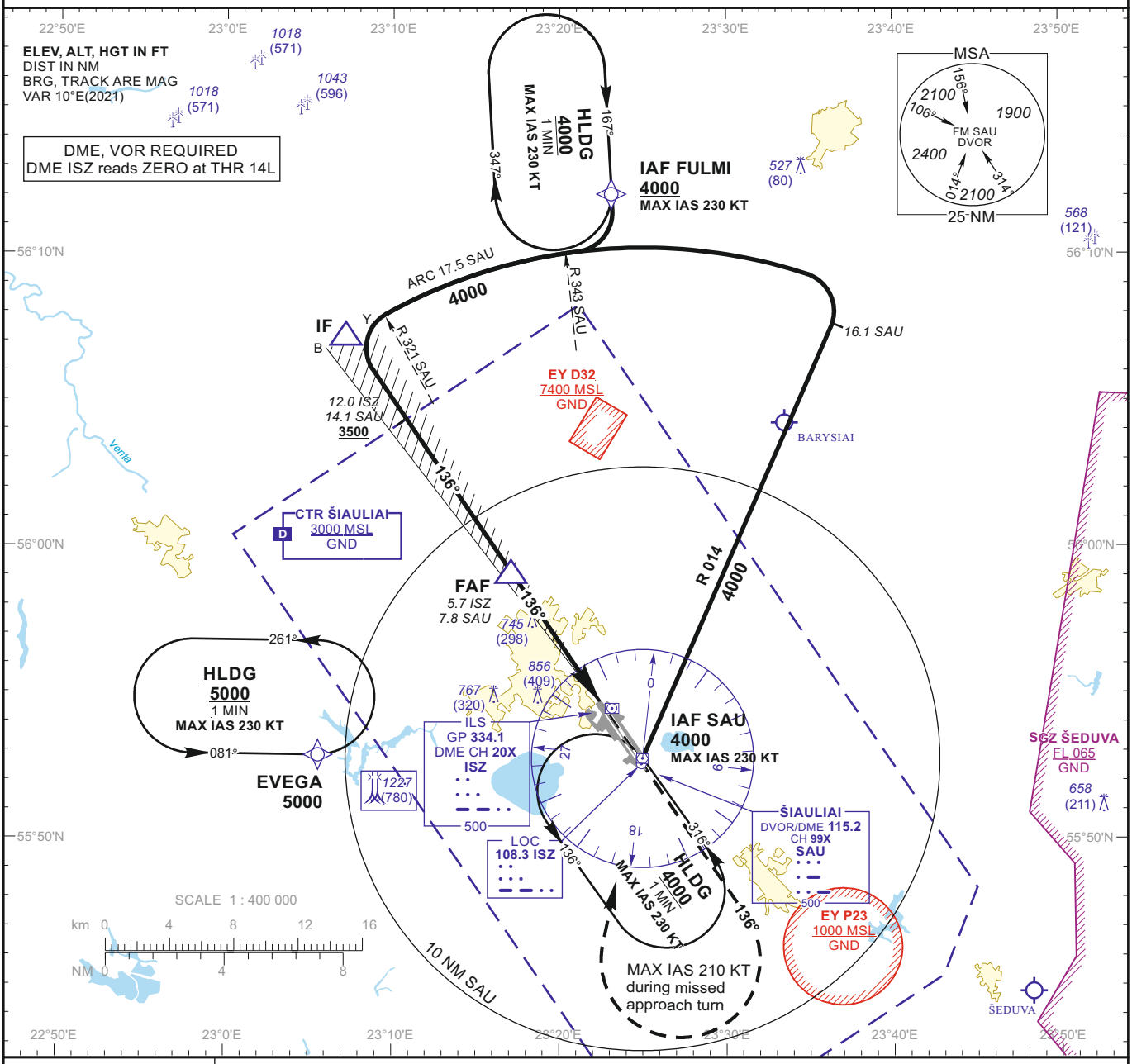
INSTRUMENT APPROACH CHART - ICAO

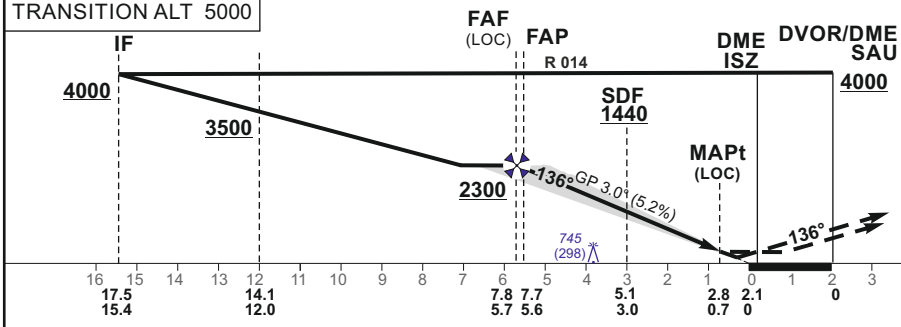
**AERODROME ELEV 447**
HEIGHTS RELATED TO THR RWY 14L - ELEV 447

TWR 120.405
ATIS 120.755

# ŠIAULIAI (EYSA) ILS or LOC RWY 14L (CAT A/B/C/D)




TRANSITION ALT 5000




## MISSED APPROACH

Climb on track 136° to 1900, then turn right (MAX IAS 210 KT) to SAU climbing to 4000.

ILS RDH 55

THR ELEV 447

NM to/from THR RWY 14L
**NM to/from DME SAU**
**NM to/from DME ISZ**

| OCA(OCH) | | A | B | C | D |
|---|---|---|---|---|---|
| STRAIGHT-IN APPROACH | ILS CAT I | 602 (155) | 614 (167) | 623 (176) | 633 (186) |
| | LOC | 830 (380) | | | |
| | LOC (when SDF not recieved) | 1000 (550) | | | |
| CIRCLING | | 880 (440) | 1160 (710) | 1260 (810) | |

| DIST DME ISZ | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| Altitude | 2080 | 1760 | 1440 | 1130 | 820 |
| Height | (1633) | (1313) | (993) | (683) | (373) |
| LOC : timing not authorized for defining the MAPt | | | | | |

| GS | Kts | 80 | 100 | 120 | 140 | 160 | 180 |
|---|---|---|---|---|---|---|---|
| FAF - MAPt 5.0 NM | min:sec | 3:45 | 3:00 | 2:30 | 2:09 | 1:53 | 1:40 |
| Rate of descent (5.2%) | ft/min | 415 | 520 | 625 | 730 | 835 | 940 |

For data tabulation see verso

Changes: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**ŠIAULIAI (EYSA)**
**ILS or LOC RWY 14L**
**(CAT A/B/C/D)**

TABULAR DESCRIPTION

| ILS or LOC INSTRUMENT APPROACH from IAFs (SAU, FULMI) | | |
|---|---|---|
| **FIX/POINTS** | **COORDINATES** | **FIX FORMATION** |
| EVEGA (HLDG) | 55 52 52.4N 023 05 27.0E | BRG 080.98° / 11.00 NM SAU |
| FULMI (IAF) | 56 12 11.0N 023 23 06.0E | BRG 167.08° / 19.51 NM SAU |
| SAU (IAF) | 55 52 44.6N 023 24 59.0E | |
| IF | 56 07 10.6N 023 07 24.7E | BRG 136.33° / 15.42 NM ISZ ; 17.51 NM SAU |
| FAF | 55 59 08.6N 023 17 05.6E | BRG 136.33° / 5.71 NM ISZ ; 7.80 NM SAU |
| FAP | 55 59 01.3N 023 17 14.5E | BRG 136.33° / 5.56 NM ISZ ; 7.65 NM SAU |
| SDF | 55 56 53.4N 023 19 48.0E | BRG 136.33° / 2.99 NM ISZ ; 5.08 NM SAU |
| MAPt | 55 54 59.7N 023 22 04.2E | BRG 136.33° / 0.70 NM ISZ ; 2.79 NM SAU |
| THR RWY 14L | 55 54 24.88N 023 22 45.78E | |
| DME ISZ | 55 54 18.2N 023 23 02.4E | |
| LOC ISZ | 55 52 40.71N 023 24 50.23E | |
| Final approach (LOC) descent angle: 3.00° | | |

Changes:


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